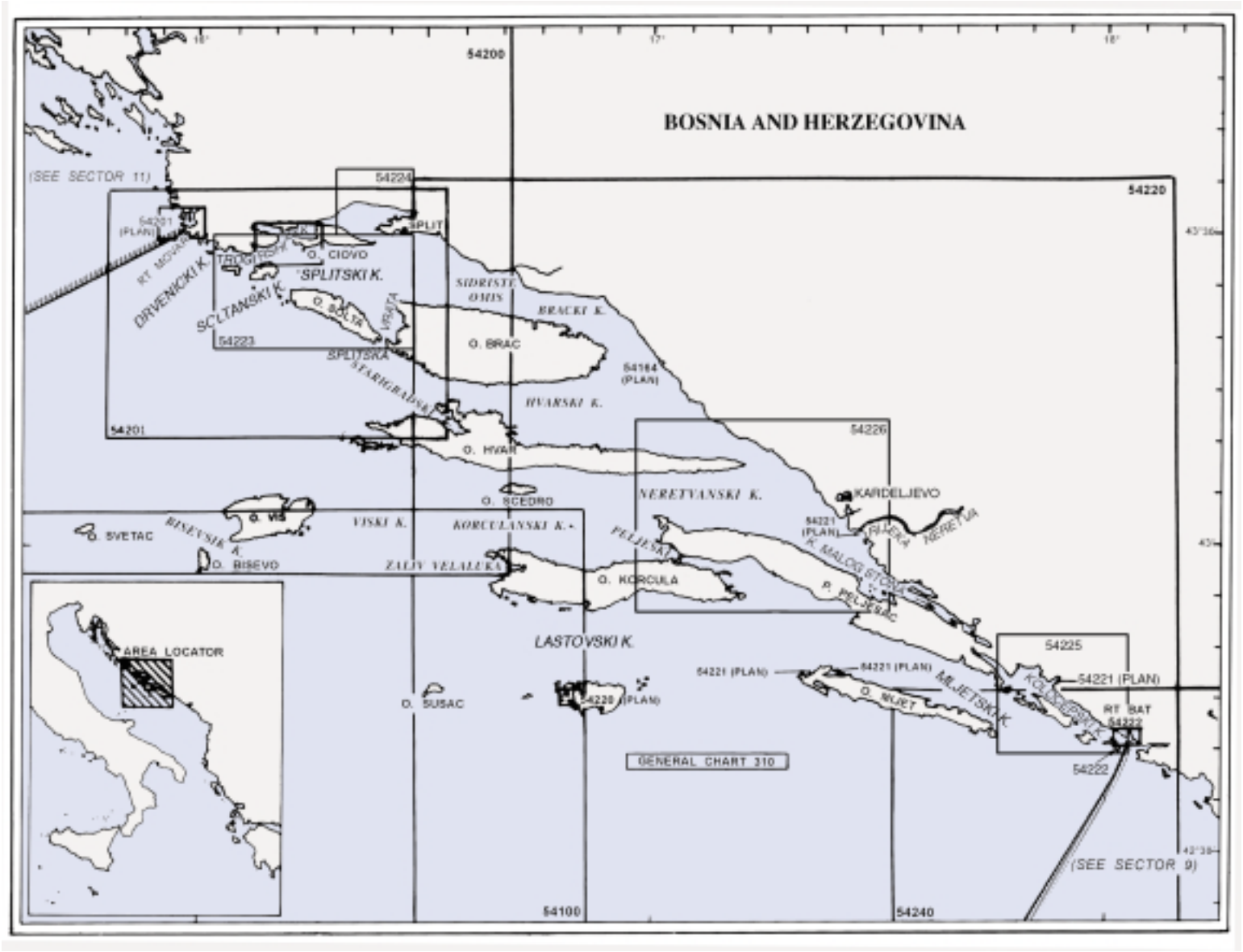

Additional chart coverage may be found in CATP2, Catalog of Nautical Charts.

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SECTOR 10

COASTS OF CROATIA AND BOSNIA-HERZEGOVINA—RT BAT TO RT MOVAR AND OFF-LYING ISLANDS

Plan.—This sector describes the coasts of Croatia and Bosnia-Herzegovina (Former Yugoslavia) and the off-lying islands. The descriptive sequence is NW along the coast from Rt Bat, with the exception of that part bordering Neretvanski Kanal which is described towards the S. The off-lying islands are first described in general terms followed by a description of the channels separating them.

General Remarks

10.1 Winds—Weather.—Bora is the name of the cold and dry NE or N wind which blows with great strength and affects the Adriatic Sea in the cool season. It is much less frequent and generally much weaker in summer. This wind is felt strongly along both sides of the Adriatic and is especially violent where mountains fall steeply to the coast. Winds from the SE, S, and SW sometimes blow with great force and cause rough seas along the E side of the Adriatic Sea.

Along this part of the coast, the bora blows with violence, especially close to the mainland, attaining its greatest force off Uvala Vrulja, at the E end of Bracki Kanal. The whole of Splitski Kanal and its entrance channels, as well as the S shore of Ostrvo Brac, are swept with strong bora winds. An indication of an arriving bora is the formation over the coastal peaks of white clouds, from which radiate small plumes.

In general, the bora blows more steadily and with less force in the vicinity of Ostrvo Vis than leeward of Ostrvo Hvar and the mainland. It is presaged a few hours by the formation, on the NE horizon, of white cumulus over a bank of dark compact clouds.

When the sky becomes lead-colored it indicates a violent bora accompanied by gusts of hurricane force, which last briefly. With this indication present, the first violent gusts from the N or NNE are preceded by a brief period of calm.

The sirocco blows fresh through the channels between the islands and brings fog. It is forecast by the formation of clouds on the mountain summits of the mainland and principal islands; frequently the atmosphere becomes so clear that vessels can sight Promontorio del Gargano. The scirocco and the libeccio cause high seas and strong ebb tidal currents near Rt Movar and on the W sides of the islands.

In summer, the night land breeze from the E, and the day breeze from the NW or W, becomes established near the mainland coast.

Tides—Currents.—Between Rt Rat and Rt Podkapec, the coastal current flows toward the NW along the open coast and in the channels, with a mean velocity of 0.5 knot. The tidal current affects somewhat the coastal current; the ebb is stronger than the flood. When the ebb flows in the same direction as the coastal current, the resultant velocity may reach 1 knot along the open coast and in the larger channels, and 1.5 knots in the more constricted channels. Persistent winds from the NW or SE decrease or increase, respectively, the velocity of the current.

Between Rt Podkapec and Rt Movar, the coastal current flows toward the NW along the open coast and in the channels, with a mean velocity of 0.5 knot. The tidal current affects somewhat the coastal current; the ebb is stronger than the flood. When the ebb flows in the same direction as the coastal current, the resultant velocity may reach 1 knot along the open coast and in the larger channels, and 1.5 knots in the more constricted channels. Persistent winds from the NW or SE decrease or increase, respectively, the velocity of the current.

Caution.—Due to conditions of armed conflict, vessels are advised to use extreme caution when in the surrounding territorial waters of the former Yugoslavia. Reports have been received of vessels being fired upon, port blockades, and indiscriminate minelaying.

All vessels calling at Croatian ports must send an ETA 24 hours in advance through a Croatian radio station.

Pilotage is compulsory for vessels over 500 grt and all vessels carrying dangerous chemical or combustible substances while proceeding between Croatian ports and while in Croatian coastal waters.

Kolocepski Kanal and Off-lying Islands

10.2 Rt Bat (42˚41'N., 18˚03'E.), marked by a light, is the steep-to extremity of a wooded peninsula which borders the W side of Luka Zaton. The coast to the N of this point is rocky, steep-to, and is backed a short distance inland by mountainous country with little intervening space of cultivated ground.

Otok Kolocep (42˚40'N., 18˚01'E.) is the SE island of a chain which lies close off the mainland coast. This island is 125m high near its W end and lies on the NW side of the entrance to Luka Gruz. It is barren and rocky except for a wooded peak rising in the S part. A light is shown from its SE extremity.

Otok Lopud (42˚41'N., 17˚57'E.) lies close NW of Otok Kolocep. This island has two summits and the numerous trees and bushes give it a dark aspect. The walls of a ruined fort are situated on the NW slope of the NE summit. Uvala Lopud, a cove, lies on the NW side of the island and the village of Lopud is situated at its head. The village is fronted by a small harbor which is formed by a mole and used by small vessels. Anchorage can be taken in depths of 20 to 36m, mud, near the E shore of this bay.

Kolocepski Vrata, a channel, leads between Otoc Kolocep and Otoc Lopud. Otocic Skupio, a small islet with a 5.8m shoal close E of it, lies on the NW side of this channel 0.6 mile SW of the SE extremity of Otoc Lopud. A 3.5m shoal lies almost in the middle of the narrowest part of the channel and the preferred fairway passes to the W of it.

Otok Sipan (42˚44'N., 17˚53'E.), lying close NW of Otoc Lopud, is the largest and most populated island of the chain. It rises to a height of 234m at the N end and a prominent conical hill, 224m high, stands 2 miles NW of the SE extremity. Ruda, a bush-covered islet, lies 0.5 mile SE of the NE extremity of the island and Misnjak, a small islet, 13m high, lies close off the NW extremity. A light is shown from Rt Tiha at the NW side of the island.

Lopudska Vrata, a channel, leads between Otoc Lopud and Otoc Sipan. It is deep and sheltered from NW winds.

Otocic Sveti Andrija (42˚39'N., 17˚57'E.), the outer islet of the chain, lies 2.3 miles SW of the NW extremity of Otok Kolocep. This islet is covered with vegetation, is precipitous on its SW side, and is surmounted by a convent. A main light is shown from a prominent structure, 17m high, standing at the NW side of the islet.

Otoc Jakljan (42˚45'N., 17˚48'E.), fronted by islets on its N side, lies close NW of the SW extremity of Otoc Sipan. A white stony peak, 225m high, stands near the center of this island and is conspicuous from seaward.

Otoc Olipa (42˚46'N., 17˚47'E.), 206m high, lies with its SE side 0.5 mile NW of the NW extremity of Otoc Jakljan. This island is rocky and partly wooded. A light is shown from a prominent tower, 11m high, standing on the S extremity.

Veliki Vratnik, a channel, leads between Otoc Jakljan and Otoc Olipa. A strong current usually sets W through this channel.

Caution.—Several submarine cables, which may best be seen on the chart, extend between the islands and islets in the above chain.

A prohibited area, which may best be seen on the chart, extends up to 0.3 mile seaward from the SW side of Otoc Sipan.

10.3 Kolocepski Kanal (42˚42'N., 17˚58'E.) extends NW from the vicinity of Rt Bat and leads between the mainland coast and the above described chain of islands. This channel is easy to enter at all seasons and provides good anchorage almost throughout its entire length because of the protection from the NE and SW. Entrance into the channel can be made at the S end, by Veliki Vrata, in the middle, by Lopudska Vrata, or at the N end by Veliki Vratnik.

Luka Slano (42˚47'N., 17˚53'E.), entered at the NW end of Kolocepski Kanal, is a nearly landlocked inlet which provides protection from S winds. Anchorage can be taken in a depth of 11m near the head. The town of Slano is situated at the head of the inlet and is fronted by a quay suitable for small craft. Vessels can also anchor off the entrance in a depth of 50m about 0.2 mile SW of the SE entrance point.

Poluotok Peljesa (42˚53'N., 17˚33'E.), an extensive peninsula, projects 38 miles NW from a point on the mainland at the N end of Kolocepski Kanal, 2 miles NE of Otoc Olipa. It consists of two parallel mountain ranges, separated by a conspicuous saddle, with the greatest heights being in the NW part. Sveti Ilija, the summit, is 961m high and stands 7 miles W of Rt Osicac, the SW extremity of the peninsula.

Rt Lovisce (43˚03'N., 17˚00'E.), the NW extremity of the peninsula, is covered with shrubs. A main light is shown from a prominent tower, 9m high, standing on the point.

Stonski Kanal (42˚47'N., 17˚47'E.), a deep inlet, indents the SE end of Poluotok Peljesac at the NW end of Kolocepski Kanal. Its shore rises rapidly on each side and provides protection from NE and SW winds. The village of Brocej is situated on the S shore 3.8 miles within the entrance. It is fronted by several small craft piers. A narrow channel leads 1 mile NW to the village of Ston at the head of the inlet. It is marked by lighted beacons and is dredged to a depth of 2.5m. A quay, used by small coasters, is situated at Ston.

Large vessels can anchor within Stonski Kanal in a depth of 38m, mud, about 2 miles NE of Rt Grbljava, the E entrance point. Smaller vessels can anchor in a depth of 22m, mud, under the NE shore about 0.6 mile ESE of Broce.

Caution.—Vessels over 500 grt and all vessels carrying dangerous substances or which are not declared gas free are prohibited from navigating through Kolocepski Kanal. In exceptional circumstances and with a pilot, vessels carrying oil may navigate in the channel between 1 October and 31 March with prior permission.

Off-lying Channels and Islands

10.4 Otok Mljet (42˚43'N., 17˚40'E.) lies with Rt Gruj, its SE extremity, located 3.5 miles S of the E end of Poluotok Peljesac. This island extends 20 miles WNW and consists of a chain of wooded hills with a deep depression lying about 6 miles from its SE end. The N side of this island is generally cultivated but the S shore is rocky and barren. Veliki Grad, 514m high, is the summit of the island and rises near the center. Anchorage can be taken by vessels with local knowledge within several inlets along the coasts which are fronted and sheltered by small islets.

Caution.—Navigation is prohibited within 500m of Rt Gruj.

Mljetski Kanal (42˚47'N., 17˚35'E.) leads between Otok Mljet and Poluotok Peljesac. It is clear, free of dangers, and of easy access. The NE shore of the channel is high and of a whitish aspect with scattered patches of brush. It is backed by mountains which rise directly above it.

Otocic Lirica (42˚53'N., 17˚26'E.) lies close off Rt Prezdra, the NW entrance point of Mljetski Kanal. This small islet is 27m high and a light is shown from a prominent tower, 14m high, standing on its W end.

Zaton Zuljana, a bay, lies N of the islet and within Rt Prezdra. It terminates in two small coves which are used by small craft. Luka Trsenik, a small inlet, lies at the NW side of the head of the bay. A small quay, protected by a short breakwater, is situated in this inlet and is used by small vessels. Anchorage, in good weather only, can be taken by vessels in a depth of 29m, mud, in the entrance to the inlet SE of the breakwater.

Caution.—A submarine pipeline, which may best be seen on the chart, lies across the W end of Mlljetski Kanal.

Several submarine cables, which may best be seen on the chart, extend between the above islands and the mainland.

10.5 Otok Lastovo (42˚45'N., 16˚52'E.), fronted by numerous islets and rocky shoals, consists of a mountainous mass. Brdo Hum, the summit of the island, rises near the center. It is 417m high and surmounted by a chapel. The coasts

are rocky, steep-to, and cliffy. With the exception of the SE side, the island is indented with numerous bays and coves.

Rt Struga (42˚43'N., 16˚54'E.) is the W extremity of a promontory which lies at the E end of the S side of Otoc Lastovo. A main light is shown from a prominent structure, 23m high, standing on the S end of the promontory.

Anchorage can be taken in a depth of 50m, mud, within the E part of Skrivena Luka, a bay, entered close W of Rt Struga. However, this roadstead is not safe with winds from the S. Anchorage can also be taken by medium-sized vessels in depths of 51 to 55m, sand, within Luka Velji Lago which lies at the N part of the W side of Otok Lastovo.

Otocic Glavat (42˚46'N., 17˚09'E.), lying 9 miles E of the E end of Otok Lastovo, is the outermost danger at the E side. This small islet is bare and 20m high. A main light is shown from a prominent structure, 5m high, standing on the islet.

Navigation within the dangers lying between Otoc Lastovo and Otocic Glavat requires great caution and local knowledge because of the numerous submerged rocks and strong currents.

Otocic Tajan Velji (42˚49'N., 16˚59'E.), a small islet, lies 3.4 miles NE of the NE extremity of Otoc Lastovo. It is marked by a light and is the outermost danger in this vicinity. Vessels are advised not to pass S of this islet.

Otocic Bijelac (42˚46'N., 16˚45'E.), lying 6 miles W of the W end of Otoc Lastovo, is the outermost danger at the W side. This rock is 15m high and has light-colored vertical sides.

Hrid Pod Mrcaru (42˚47'N., 16˚47'E.), an above-water rock, lies 2.3 miles WNW of the NW extremity of Otoc Lastovo. It is marked by a light and is the outermost danger in this vicinity.

Caution.—Navigation is prohibited within 300m of the SW shore of Otok Lastovo.

10.6 Otok Susac (42˚46'N., 16˚31'E.) rises to heights of 82m in the SW part and 239m in the NE part. From a distance, this island appears as two islets. Its sides are partly wooded, cliffy, and steep-to. A main light is shown from a conspicuous structure, 20m high, standing on Rt Triscavac, the SW extremity of the island.

Otok Palagruza (42˚24'N., 16˚16'E.), a Croatian island, lies 24 miles SSW of Otoc Susac and is fully described in Pub 131 Sailing Direction (Enroute) Western Mediterranean.

Lastovski Kanal (42˚50'N., 16˚51'E.) leads between Otok Lastovo and Otok Korcula. This channel is clear, wide, and deep and is a W continuation of Mljetski Kanal. Usually, a normal W current sets through the channel, but when accelerated by E winds, this current forms eddies at the W entrance. In winter, the bora blows heavily within this channel and it is prudent for sailing or low-powered vessels to endeavor to find some shelter at the first indications of its approach.

Otok Korcula (42˚57'N., 17˚00'E.) lies on the N side of Lastovski Kanal. This island consists of a chain of tree-covered mountains which traverses its entire length.

Rt Raznjic, the SE extremity of the island, is marked by a light. This point is formed by a bare tongue of land and a stone pile, surmounted by a cross, stands on it.

Caution.—Navigation is prohibited within 500m of Rt Raznjic.

Brdo Klupa, 568m high, is the summit of the island and rises 9 miles W of Rt Raznjic. Brdo Kom, 510m high, rises 6.5 miles W of Brdo Klupa and has a conspicuous double peak.

Rt Velo Dance, the SW extremity of the island, is marked by a light and fronted by rocks.

Otocic Proizd (42˚59'N., 16˚37'E.), a brushwood-covered islet, lies close offshore 3.5 miles NNW of Rt Velo Dance. It is fringed by shoals and rocks and forms the NW extremity of Otoc Korcula. A main light is shown from a tower, 8m high, standing on the W extremity of this islet.

Zaliv Vella Luka, a large bay, is entered between Rt Vella Luka and Otocic Proizd and provides good anchorage for large vessels. The shores of this bay are heavily indented and are fronted by numerous islets. Vela Luka, a small town, stands at the head of the bay and is fronted by a small harbor, with depths of 2 to 4.8m, which is used by small craft and ferries. Coasters with local knowledge can anchor in depths of 11 to 22m off the town. Ocean-going vessels can anchor in depths of 38 to 47m, sand, about 0.3 mile ENE of the E extremity of Otocic Osjak which lies on the S side of the bay, 2.7 miles NE of Rt Velo Dance.

10.7 Peljeski Kanal (42˚58'N., 17˚10'E.), leading between Otok Korcula and the W end of Poluotok Peljesac, is just over 0.5 mile wide at its narrowest part and has depths of 18 to 55m over the route taken by ocean-going vessels. The bora winds blow strongly in this channel and cause violent squalls in the E part; the scirocco winds blow fresh and usually produce a heavy and choppy sea. During calms and light breezes, the current in the channel is generally tidal and its rate varies from 0.5 to 1.5 knots. With winds of long duration, this current may attain a rate up to 3 knots.

The E entrance of the channel is obstructed by a group of islets which may best be seen on the chart. Otocici Sestrice, consisting of two small islets, lies 2.7 miles NNE of Rt Raznjic and forms the NE and outer danger. A light is shown from a prominent structure, 12m high, standing on the NW and larger of the two islets.

Large vessels generally use the passage leading E and N of Otocici Sestrice and only small vessels with local knowledge proceed through the group of islets to the S and W. Because of numerous small craft, vessels navigating Peljeski Kanal are restricted in most of it to a maximum speed of 12 knots. Ocean-going vessels can take anchorage under the N shore of the channel in depths of 18 to 36m, gravel and shells. Small vessels can anchor in any of the coves and inlets along the S shore of the channel.

Caution.—Several submarine cables and pipelines lie in the vicinity of the above islands, islets, and channels and may best be seen on the chart.

Vessels over 500 grt and all vessels carrying dangerous substances or which have not been certified gas-free are prohibited from navigating through Peljeski Kanal. In exceptional circumstances and with a pilot, the above-mentioned vessels of less than 5,000 grt may navigate in Peljeski Kanal from 1 October to 31 March. The pilot boards, as follows:

1. About 0.5 mile SW of Rt Sveti Liberan.
2. Close NE of Sestrice.

Mid-Adriatic Islets and Dangers

10.8 Otocic Jabuka (43˚06'N., 15˚28'E.), 96m high, lies nearly in the middle of the Adriatic about 50 miles WSW of Split. This rock is barren, reddish-colored, and steep-to. When viewed from the SW or NE, it appears as a vessel under sail.

Plicina Jabuka, an isolated rocky patch, lies about 1.2 miles WNW of this rock and has a least depth of 6.5m.

Being nearly in the center of the Adriatic, Otocic Jabuka is an excellent landmark for vessels which are bound from the Italian coast to the channels leading to Split and Zadar. The rock can be seen for a considerable distance and may be approached from any direction in safety.

Caution.—Navigation is prohibited within 300m of Otok Svetac and Otocic Jabuka.

A disused explosives dumping ground area, which may best be seen on the chart, lies centered 2.5 miles NW of Otocic Jabuka.

Otok Svetac (Andrija) (43˚02'N., 15˚45'E.), 305m high, lies 13 miles ESE of Otocic Jabuka and is generally steep-to. The coast of the island is rocky and reddish in color on the NW side. Its SW end is fronted by a few rocks. Hrid Kamik, a dark and jagged above-water rock, lies 0.7 mile W of the SW extremity of the island.

Otocic Brusnik, dark and surrounded by rocks and reefs, lies 1.7 miles SE of Otok Svetac and should not be closely approached. A rocky shoal, with a depth of 7m, lies about 0.2 mile N of this islet.

10.9 Otok Vis (43˚03'N., 16˚10'E.), a large island, appears as a compact mountainous mass from a distance. The coasts of the island are high and steep-to, except along the SE side where numerous small islets and reefs front the shore and extend up to about 1 mile seaward. A main light is shown from a conspicuous tower, 28m high, standing on Rt Stoncica, the NE extremity of the island.

An isolated rocky patch, with a depth of 10.5m, lies about 5 miles SE of Rt Stoncica. A bank, with a least depth of 22m, is reported (1983) to lie about 4 miles E this patch.

Rt Stupisce, marked by a light, is the SW extremity of the island. Brdo Hum, 587m high, stands 2.5 miles NE of this point and is the summit of the island. This conspicuous peak is bare and surmounted by a signal station.

Zaliv Komiza, a large and deep bay, is entered close N of Rt Stupisce. The town of Komiza is situated in the NE part of the bay and is fronted by a small craft harbor which is protected by a mole. Anchorage can be taken by large vessels in depths of 21 to 40m, mud and sand, about 0.4 mile S or 0.3 mile W of the head of the mole. Caution is recommended because the depths shoal rapidly in the approach to the shore.

Shoals, with depths of less than 12m, extend up to about 2 miles NW of the NW extremity of the island and this area should be given a wide berth.

Anchorage can be taken by small vessels in depths of 20 to 38m, sand and pebbles, in the middle or the S part of Viska Luka which is entered on the N side of the island, 2 miles W of Rt Stoncica. The entrance to this small bay is obstructed by islets and rocks and the small town of Vis, with a small craft harbor, stands at the head. This bay is only used by vessels with local knowledge.

Caution.—Navigation is prohibited within 300m of those open parts of the coast of Otok Vis where there are no islets or facilities.

Several submarine cables extend between Otok Vis and the surrounding islands and may best be seen on the chart.

Otok Bisevo (42˚58'N., 16˚01'E.) is hilly and wooded. This small island rises steeply to its summit which is 239m high and stands near the SE end. A light is shown from the extremity of a small promontory on the NE side of the island.

Bisevski Kanal (42˚00'N., 16˚02'E.), 2.2 miles wide, leads between Otok Bisevo and Otok Vis. This channel, in good weather, can be used to advantage to shorten the route out of the Adriatic. However, in winter with strong winds and currents it is best avoided.

Inner Channels and Islands

10.10 Korculanski Kanal (43˚03'N., 16˚35'E.) can be entered from the S, between Otok Vis and Otok Korcula, or from the W via Viski Kanal which leads between Otok Vis and Otok Hvar. This channel connects with Neretvanski Kanal to the E and is part of the main approach to Kardeljevo. It is easily navigated and vessels may pass on either side of Otok Scedro and Otocic Plocica although the central route is safer for larger vessels.

Caution.—Several submarine cables extend across Korculanski Kanal and Neretvanski Kanal and may best be seen on the chart.

The bora sometimes blows with great strength within the vicinity of Korculanski and Neretvanski Kanals.

Magnetic anomalies have been experienced within Korculanski Kanal and Neretvanski Kanal.

Hridi Lukavci (43˚05'N., 16˚35'E.) is formed by two bare, light-colored rocks which lie on a reef in the W part of Korculanski Kanal. During E winds, the currents set strongly in this vicinity. A light is shown from a tower, 8m high, standing on the S rock.

Otocic Plocica (43˚02'N., 16˚49'E.) lies 4.7 miles SE of the E extremity of Otok Scedro. This small islet is 12m high and is surrounded by rocks and foul ground. A main light is shown from a prominent structure, 25m high, standing on this islet.

Otok Scedro (43˚05'N., 16˚42'E.) lies 3 miles E of Hridi Lukavci. The island is elevated at each end and slopes towards the sea in the middle. Its shores are indented by coves and are generally steep-to. A main light is shown from a structure, 8m high, standing 0.3 miles SE of Rt Scedra, the W extremity of the island.

Neretvanski Kanal (43˚05'N., 17˚05'E.), a continuation of Korculanski Kanal, is entered N of Rt Lovisce, the NW extremity of Poluotok Peljesa. It is wide and mostly free of dangers. This channel leads E for 11 miles and then SE for 9 miles where it narrows at the entrance to Malo More.

Kardeljevo (Ploce) (43˚03'N., 17˚26'E.)

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10.11 Luka Kardeljevo, an inlet, lies in the N part of the delta area of Rijeka Neretva, a large river. The town of Kardeljevo is situated in the E part of the inlet and is connected to the inland regions by barge canal. The commercial port lies on the E side of the inlet.

Winds—Weather.—The bora sweeps violently through the valley of Rijeka Neretva, but Luka Kardeljevo is somewhat protected by the hills to the NE and the greatest force of the wind is felt to the E of the river mouth.

Tides—Currents.—Strong currents have been reported (1998) off the pier.

Depths—Limitations.—The entrance channel has a dredged (1994) depth of 10.9m over a width of 600m. There is 1,671m of commercial quayage in the port which provides eleven berths for ocean-going vessels. The main facilities include Bosanska Obala, 227m long, with depths of 6.3 to 9.5m alongside; Biokovska Obala, 368m long, with depths up to 9.8m alongside; Obala No. 3, 410m long, with depths up to 9.8m alongside; and Obala No. 5, 507m long, with a depth of 10.5m alongside. There are facilities for container, general cargo, and bulk vessels. Vessels up to 230m in length and 11.3m draft can be accommodated.

In addition, an oil berth lies at the W side of Kanal Vlaska which is entered close S of Luka Kardeljevo. Tankers up to 27m beam and 9.2m draft can be accommodated with no restriction for length. Navigation within Kanal Vlaska is prohibited when the wind blows over 10 knots in a N/S direction or over 14 knots in an E/W direction. Transit through Kanal Vlaska is restricted to daylight hours and requires the assistance of two tugs.

Rueka Neretva, about 250 miles long, carries extensive barge and local small craft traffic to the towns lining its banks. The entrance channel, which is buoyed, has a depth of about 3m over the bar and requires local knowledge. Metkovic, situated 10 miles above the entrance, is quayed and used by small coasters and small craft.

Aspect.—The low marshy delta of Rijeka Neretva is bounded by abruptly higher land on each side which serves to identify the positions of the river mouth and the entrance to the harbor, close N.

Rt Visnjica, the N entrance point of Luka Kardeljevo, is formed by a bluff and is marked by a light. Otocic Osinj lies on the SE side of the river entrance 3 miles SE of Rt Visnjica. This island is covered with brushwood and has two conical peaks. It shows up very well against the land behind it.

Lighted buoys, moored S of Rt Visnjica, mark the entrance channel leading into Luka Kardeljevo.

Pilotage.—Pilotage is compulsory. Pilots can be contacted by VHF and usually board within 3 miles of Rt Visnjica. Pilots board vessels carrying dangerous chemical or combustible substances about 2 miles N of Rt Lovisce. All vessels must send an ETA and a request for pilotage 24 hours in advance.

Regulations.—Vessels approaching the port from the N or NW are required to keep at least 1 mile off Rt Visnjica until on the line of bearing of the axis of the entrance channel.

Vessels departing the entrance and proceeding to the N or NW are required to round Rt Visnjica at a distance of 0.5 mile to avoid incoming traffic.

Vessels leaving the entrance channel take precedence over vessels entering.

A speed limit of 6 knots exists within the inlet.

Anchorage.—Large vessels can anchor in a depth of 25m, good holding ground within Neretvanski Kanal and W of the prohibited anchorage area in the approaches.

Caution.—The lighted buoys, which mark the entrance channel, have been reported to shift in severe weather.

An anchoring prohibited area, which may best be seen on the chart, lies in the approaches to the harbor.

A prohibited area lies in Uvala Bacino at the N end of Luka Kardeljevo and may best be seen on the chart.

The entrance channel is subject to silting.

Inner Channels and Islands (Continued)

10.12 Malo More (42˚58'N., 17˚28'E.) is a narrow continuation of Neretvanski Kanak. It is entered 3.5 miles SE of the entrance to Luka Kardeljevo and extends SE for 4 miles.

Kanal Malog Stona (42˚55'N., 17˚35'E.) is a landlocked continuation of Malo More. This channel extends 10.5 miles to the head, narrowing as it progresses. Its SE part is known as Zaliv Malog Stona. The shores of the channel are rocky and steep-to with mountainous terrain closely backing them. Rapid changes in the water level (seiches), up to 2m, occur periodically within Kanal Malog Stona and cause strong currents of variable direction.

Rt Nedjelja (42˚53'N., 17˚39'E.) is the NW extremity of a tongue of land which extends 0.9 mile NW from the N side of Poluotok Peljesac. Kanal Malog Stona becomes constricted and shallow SE of this point and can only be used by small craft with local knowledge. Sheltered anchorage can be taken in depths of 22 to 25m, mud, anywhere under the N shore of Kanal Malog Stona in its outer part.

10.13 Zaliv Klek Neum (42˚56'N., 17˚35'E.), a narrow bay, lies on the NE side of Kanal Malog Stona and is a resort area. It is entered between Rt Rep Kleka, located 5.3 miles NW of Rt Nedjelja, and Rt Meded, 0.4 mile NW. The shores of this bay, although not particularly steep-to, are closely backed by steep mountainous terrain. Rt Rep Kleka is fringed by a shoal bank and marked by a light. Hrid Lopata, a low above-water rock, lies on a reef 0.6 mile E of Rt Rep Kleka and must be avoided. The village of Polace, fronted by a wharf, is situated on the N side of the E part of the bay and serves the town of Neum which stands 0.5 mile inland. The village of Klek is situated 0.8 mile NNE of Rt Rep Kleka and has two prominent towers and a cross. Anchorage can be taken as convenient within the bay.

Caution.—The coastal border between Croatia and Bosnia-Herzegovina extends SW into the NW part of Kanal Malog Stona in the vicinity of Rt Meded, the N entrance point of Zaliv Klek Neum. The border then continues SE along the approximate center of Kanal Malog Stona to the vicinity of Rt Nedjelja where it extends NE towards the mainland coast.

Shell-fish farming is reported to be carried out in Kanal Malog Stona and parts of Malo More.

The bora occasionally blows, with violent squalls from the mountains, in the vicinity of Zaliv Klek Neum.

10.14 Otok Hvar (43˚08'N., 17˚00'E.) is one of the largest and most populated islands in this vicinity. It is traversed by a range of mountains which descends abruptly on the S side to the sea. Vrh Sveti Nikola, 626m high, is the summit of the island. It stands 10.5 miles ESE of the W extremity of the island and is surmounted by a chapel.

Rt Sucuraj (43˚08'N., 17˚12'E.), the E extremity of Otok Hvar, lies 2.5 miles from the mainland coast. This point is low and a chapel is situated on it. A main light is shown from a prominent structure, 14m high, standing on the point.

Rt Pelegrin (43˚12'N., 16˚22'E.), the W extremity of Otok Hvar, is marked by a light and from a distance, resembles a dark hill. A conspicuous radio mast, 120m high, stands 2.5 miles ESE of the point.

Pakleni Otoci (43˚10'N., 16˚20'E.), a group of islands and islets, lies S of Rt Pelegrin and extends 6 miles W from the SW part of Otok Hvar. Otok Vodnjak Veli is the W and outer island of the group. This island has two shrub-covered peaks and a light is shown from its SW extremity.

Pakleni Kanal (43˚11'N., 16˚22'E.) lies between Pakleni Otoci and Otok Hvar. It is a deep and wide channel, with access at both ends, which leads to Luka Hvar. This channel is frequented by small vessels with local knowledge and affords good shelter from the bora, although heavy squalls may be encountered. The currents in the channel are strong and irregular. They change with the tide, but are greatly influenced by the prevailing winds.

Otocic Pokonji Dol (43˚09'N., 16˚27'E.), a small islet, lies 0.3 mile offshore at the E end of Pakleni Kanal. A main light is shown from a prominent structure, 15m high, standing on this islet. Small vessels enter the channel by passing close N of this islet.

10.15 Luka Hvar (43˚10'N., 16˚27'E.), the only harbor of any consequence on the S shore of Otok Hvar, lies at the NE side of Pakleni Kanal and is protected by several islets. Sveti Marko Church, with a conspicuous tall belfry, is situated at the W side of the town. Svijecnice Church, low and prominent, stands on a hill 1.2 miles N of Sveti Marko Church. Spanjol Fort, massive and in ruins, stands on a slope just N of the town and is visible for a considerable distance to seaward.

The harbor, which fronts the town, is quayed on three sides. The E and main quay is 200m long and has depths up to 6m alongside. It is used by ferries and small vessels with drafts up to 5m. Large vessels can anchor in the outer part of the harbor in depths of 20 to 35m, mud covered with weed. This roadstead is open to the S and caution is necessary because of the uneven bottom. Local knowledge is required. The harbor can be contacted by VHF and local pilots are available.

Starigradski Zaliv (43˚12'N., 16˚33'E.), a bay open to the NW, is entered SW of Rt Kabal, the W extremity of a promontory extending from the N coast of Otok Hvar. Rt Kabal is located 7 miles ENE of Rt Pelegrin and is marked by a light. The bay gives excellent protection and the town of Stari Grad is situated at its head. Anchorage can be taken over a bottom of mud and sand anywhere in the bay. The town is fronted by a small harbor, with depths of 2 to 4.5m alongside, which is used by small craft and ferries.

Hvarski Kanal (43˚15'N., 16˚32'E.), which is 1.8 miles wide at its narrowest part, leads between the N side of Otok Hvar and the S side of Otok Brac. Although this channel is deep and clear, it is seldom used except by vessels proceeding to Makarska from the W.

Coastal Features

10.16 Gradac (43˚06'N., 17˚21'E.), a resort town, stands 5 miles NW of Rt Visnjica, the N entrance point of Luka Kardeljevo. It is fronted by a small craft harbor which is protected by a breakwater. Vessels can anchor in depths of 25 to 30m close S of the town.

From Gradac, the coast extends NW and is backed by mountainous and prominent terrain.

Rt Podkapec (43˚08'N., 17˚17'E.) is located 3 miles NW of Gradac. Brdo Susvid, 1,155m high, stands 1.4 miles inland 5.5 miles NW of this point. It has a conical summit and is the highest and most conspicuous peak along this part of the mainland coast.

Luka Makarska (43˚18'N., 17˚01'E.), a small bay, lies at the NE end of Hvarski Kanal 15.2 miles NW of Rt Podkapec. Rt Sv Peter is the W extremity of the small peninsula which forms the NW side of this bay. A main light is shown from a prominent structure, 14m high, standing on this point and a prominent chapel surmounts the summit of the peninsula. The sides of the peninsula are formed by conspicuous steep, red cliffs.

The resort town of Makarska, fronted by a small craft harbor, is situated on the NE side of the bay at the foot of the mountains. Vessels can anchor in a depth of 40m, sand, as convenient off the harbor entrance.

Bracki Kanal (43˚22'N., 16˚52'E.) leads between the mainland and Otok Brac. It is mostly clear and deep except in its NW part where there are several patches with depths of less than 10m. The N shore of this channel is barren and desolate with mountainous terrain closely backing the coast. Sveti Fure, 1,762m high, stands 3.5 miles NNE of Makarska. This peak is the highest in the vicinity and is conspicuous because of its bare and whitish summit.

At Uvala Vrulja, located 8.5 miles NW of Makarska, a conspicuous gorge lies between the coastal mountain ranges and allows the bora to funnel through with particular violence. This wind often commences suddenly without warning even in the summer, but in the latter case it is of brief duration.

10.17 Sidriste Omis (43˚27'N., 16˚42'E.) (World Port Index No. 41340), a roadstead bay, lies 8.7 miles WNW of Uvala Vrulja. The town of Omis is situated on the E bank of the mouth of the Rijeka Cetina, a shallow but important river, which flows into the head of the bay.

The deep valley through which the river approaches the sea is conspicuous from seaward. The town stands at the foot of a hill, 311m high, which is surmounted by the prominent ruins of a fort. Ravnice is situated on the E side of the bay 1 mile SE of Omis.

This small town is fronted by a quay, 250m long, with a depth of 5m alongside. It can be identified by several prominent factory buildings and a tall chimney. Omis can easily be identified by a monastery with a conspicuous spire. This town is fronted by a mole with a depth of 3.4m alongside.

A shoal, developed by river sediment, fronts the NW side of the roadstead and extends up to 0.4 mile offshore. Its seaward side is steep-to and is marked by a buoy. A dangerous wreck, marked by two beacons, lies about 0.3 mile SW of the head of the mole at Omis.

Large vessels can anchor in the roadstead in depths of 30 to 35m, soft mud, S of the monastery spire. Small vessels can anchor in depths of 15 to 26m, mud and sand, close W of the monastery. Local knowledge is advisable and local pilots are available and are provided from Split.

Dugi Rat (43˚19'N., 16˚24'E.), a small town, is situated at the head of a small inlet 2.3 miles W of Omis. A conspicuous factory building stands close W of the town and is fronted by a quay, 160m long, with a depth of 8.3m alongside. Vessels up to 15,000 dwt can be handled here and local pilots are provided from Split. A shallow bank extends along the W side of the inlet and is marked by a lighted buoy.

The mainland coast extends 10 miles WNW from Dugi Rat to the approaches to Split. Shoals, with depths of 8 to 15m, lie up to about 3 miles seaward of the shore and may best be seen on the chart.

Caution.—Several submarine cables and pipelines extend between the mainland coast and the off-lying islands and may best be seen on the chart.

Islands and Channels in the Approach to Split

10.18 Otok Brac (43˚20'N., 16˚40'E.) is the highest of all the Adriatic islands and the most populated and fertile of the Dalmatian group.

Rt Lascatna (Rascatna), the E extremity of the island, is marked by a light. This point is rugged and lies 5.3 miles WNW of Makarska. Brdo Vidova Gora, 778m high, is the highest and most conspicuous peak on this mountainous island. It stands near the S coast 13 miles W of Rt Lascatna and is surmounted by a television mast.

Rt Razanj (43˚19'N., 16˚24'E.), the SW extremity of the island, falls to the sea at the end of a steep range of mountains which extends along the S coast. A light is shown from a prominent structure, 14m high, standing on this point.

The N shore of the island gradually alters from the barren region in the vicinity of Rt Lascatna to a more cultivated and sloping area on which are situated numerous villages. Generally, these villages are situated within or near the many inlets which indent this coast.

Bol, the main town, stands on the S coast at the SE foot of Brdo Vidova Gora. It is fronted by a small craft harbor which is protected by breakwaters. Ocean-going vessels can anchor in depths of 30 to 50m, mud, SW of the town.

The village of Sumartin is situated at the head of Luka Sumartin, a small inlet, which is entered 2.3 miles SW of Rt Lascatna. The E entrance point of the inlet is marked by a light. Anchorage can be taken in depths 30 to 60m, mud, off the entrance of the inlet or in depths of 30 to 38m in the center of the inlet.

Luka Povja, lying 3.2 miles NW of Rt Lascatna, is the SE most cove of several located within a bay which extends in several directions.

Anchorage can be taken in a depth of 30m, mud, in the outer part of this cove under the NE shore. The small town of Povja stands near the head of this cove and has a prominent belfry. It is fronted by a jetty used by small craft.

Luka Pucisce, a narrow inlet, lies on the N coast 8 miles WNW of Rt Lascatna. The small town of Pucisce is situated around the head of a cove at the SW end of the inlet. Small vessels with local knowledge can anchor in a depth of 11m, soft mud and sand, at the entrance to this cove.

Luka Supetar, an inlet, is entered on the N coast 7.3 miles NE of Rt Razanj. The E entrance point is marked by a light and the W entrance point is surmounted by a mausoleum. The small town of Supetar stands on a hill near the head of the inlet and is fronted by a harbor which is protected by breakwaters. The harbor is used by small craft and ferries. A conspicuous belfry stands in the town. Ocean-going vessels can anchor in a depth of 26m, sand, NE of the harbor. Caution is necessary to avoid a shoal, with a least depth of 5.4m, lying about 0.5 mile N of the entrance.

The village of Sutivan, situated 3.5 miles W of Luka Supetar, is fronted by a small craft harbor which is protected from the NE by a breakwater. Ocean-going vessels can anchor in depths of 20 to 30m, mud, N of this harbor.

The resort town of Milna is situated at the head of Luka Milna, a large inlet, lying 1.4 miles ENE of Rt Razanj. This inlet is protected from all but N and NW winds. The town is fronted by a harbor which has depths of 2 to 5m and is used by small craft and coasters. Ocean-going vessels can anchor in depths of 26 to 35m in the middle of the inlet.

Otocic Mrduja, an islet, lies in the S part of the approach to Luka Milna 1.2 miles N of Rt Razanj. It is covered in scrub, surmounted by conspicuous ruins, and is marked by a light.

10.19 Otok Solta (43˚22'N., 16˚20'E.) is located with Rt Livka, its SE extremity, lying 0.8 mile NW of Rt Razanj, the SW extremity of Otok Brac. A light is shown from a prominent structure, 10m high, standing on Rt Livka.

When viewed from the S, this island can easily be recognized by a flat and cultivated plain lying near its center. The S shore of the island is steep-to, but the N shore, which is indented by several bays, is fronted by shoals in several places. Brdo Vela Straza, 235m high, stands 2.3 miles NW of Rt Livka and is the summit of the island. Several small harbors lie within the small bays along the N coast and are used by small craft and local ferries.

Otocic Stipanska (43˚19'N., 16˚24'E.), lying 1.4 miles W of the W end of Otok Solta, is the W and outermost island of a group which fronts the W side of Otok Solta. It is 67m high and brush covered.

Splitska Vrata (43˚20'N., 16˚25'E.), lying between Otok Brac and Otok Solta, is the shortest and most frequented passage leading to Split and into Kastelanski Zaliv. Although this passage has a navigable width of only 0.3 mile, it presents no difficulties and has a depth of 18m in mid-channel. Within the passage, the W side is fringed by a shoal bank and the E shore should be favored. Pilotage for Splitska Vrata is available upon advance request to Split. Pilots will board close SW of Rt

Razanj and will take the vessel through the channel and into Kastelanski Zaliv.

Otok Veli Drvenik (43˚27'N., 16˚10'E.) lies in the W approaches to Split 2 miles NW of Otocic Stipanska. Brod Buhaj, the summit of the island, is 181m high and stands in the NE part. The E part of the island is wooded and the S side is cultivated with numerous olive groves. A conspicuous chapel is situated 1 mile W of the summit. Ocean-going vessels may obtain anchorage in a depth of 46m, sand and gravel, off the entrance to Luka Drvenik, an inlet, on the NW coast of the island. The small town of Drvenik, situated at the head of the inlet, is fronted by a small craft harbor.

Otocic Orud, 29m high, lies, with Otocic Macaknar close E of it, on a shoal bank 1 mile SE of the SW extremity of Otoc Veli Drvenik.

Otok Mali Drvenik (43˚27'N., 16˚05'E.), lying 1.5 miles W of Otok Veli Drvenik, can easily be distinguished by its hilly and completely cultivated appearance. This island is very indented and ocean-going vessels can take temporary sheltered anchorage in depths of 18 to 36m, sand and pebbles, within Uvala Vela Rina, an inlet, located on the SW side.

Otocic Murvica (43˚28'N., 16˚04'E.), a bare and light-colored islet, lies 1 mile N of Rt Rat, the W extremity of Otok Mali Drvenik. A light is shown from a prominent structure, 7m high, standing on this islet.

10.20 Soltanski Kanal (43˚25'N., 16˚10'E.), leading between Otok Solta and Otok Veli Drvenik, is entered from the SW by passing close W of Otocic Stipanska. Because of the islets and shoals lying in the W part of the entrance and the lack of navigational aids, this passage is not recommended for use at night. Otocic Stipanska is reported to be conspicuous in daylight because of its dense covering of dark green shrubs which distinguish it from the other islets in this vicinity.

This channel is swept by the full force of the bora winds. The scirocco winds usually blow at right angles across the channel but are sometimes deflected into the entrances. The currents within the channel are mostly tidal but are effected greatly by winds. The scirocco winds may cause the W-going ebb to attain a rate of 2 knots and produce eddies in the channel.

Drvenicka Vrata (43˚26'N., 16˚06'E.) leads between Otok Mali Drvenik and Otok Veli Drvenik and has a fairway only 0.8 mile wide. This channel is seldom used as the current causes considerable eddies and the N entrance is partly obstructed by a small islet and several shoals.

10.21 Drvenicki Kanal (43˚28'N., 16˚05'E.), 0.8 mile wide at its narrowest point, lies between the mainland coast and the N shores of Otok Mali Drvenik and Otok Veli Drvenik. This channel is deep and clear with the exception of two shoals, each with a least depth of 18m. One shoal lies in the W entrance about 0.7 miles NW of the W extremity of Otok Mali Drvenik and the other lies in the E entrance 1.2 miles NE of the NE extremity of Otok Veli Drvenik. The passage is easily navigated and is the main route for vessels proceeding between Split and the N Adriatic. Generally, under ordinary circumstances, a W-going current sets through the channel at a rate of 0.5 knot, but it may be effected by the winds.

The channel is entered between Otocic Murvica and the N extremity of Otok Mali Drvenik. The steep-to N coast of Otok Veli Drvenik should be favored when in the E part of the channel in order to avoid any dangers.

Plic Macina (43˚27'N., 16˚14'E.), a dangerous steep-to shoal, lies in the W part of Splitski Kanal near the intersection of Soltanski and Drvenicki Kanals. This danger has a least depth of 0.2m and is marked by a lighted beacon. It was reported that this beacon is difficult to distinguish and may be washed away during rough weather. An isolated shoal, with a least depth of 11.5m, lies about 0.4 mile NW of Plic Macina.

Otok Ciovo (43˚30'N., 16˚18'E.), 218m high, forms the SW side of the entrance and inner part of Kastelanski Zaliv. This island appears from a distance as a smoothly rising mound with a low E extremity. The S shore is steep-to with the exception of the W end which is fronted by several islets and reefs. The island is connected at the middle of its N side to the mainland by a swing bridge.

Split (43˚30'N., 16˚26'E.)

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10.22 The extensive port of Split lies at the W end of Bracki Kanal. It is divided into three main parts. Gradska Luka, the S harbor, lies on the S side of the town and is entered from Bracki Kanal. Luka Lora, the naval harbor, and Sjeverna Luka, the N commercial harbor lie within the E part of Kastelanski Zaliv on the N side of the town.

Depths—Limitations.—The port provides fifteen berths for ocean-going vessels. Gradska Luka, the S harbor, has 1,700m of quayage with depths of 3 to 9m alongside. This harbor, which is protected by breakwaters, is mostly used by passenger vessels and ro-ro ferries with drafts up to 8.3m.

Splitska Kanal, a deep channel, leads NW from Bracki Kanal into Kastelanski Zaliv. Plicina Supetarski Bad, an isolated bank, lies at the N end of Splitski Kanal and has a least depth of 12.6m.

The main facilities in Sjeverna Luka, the N harbor, include Bazen Vranjic which has 870m of berthage and can handle vessels up to 10.3m draft; Partizan Cement Quay which is 222m long and can handle vessels up to 9.7m draft; Prvoborac Cement Quay which is 274m long and can handle vessels up to 8.2m draft; Jugovinil LPG Quay which is 80m long and can handle vessels up to 9.7m draft; Silo Grain Quay which is 110m long and can handle vessels up to 11.3m draft; Vucicic Asbestos Quay which is 262m long and can handle vessels up to 7.3m; and a tanker dolphin quay which is 150m long and can handle vessels up to 11.6m draft. Generally, general cargo vessels up to 10.7m draft; bulk vessels up to 11.3m draft; and tankers up to 11.6m draft can be accommodated without any restrictions for length.

Aspect.—The church spires, belfries, and tall buildings of the city are conspicuous and are easily identified from seaward. A light is shown from a conspicuous obelisk, 38m high, standing at the E side of Gradska Luka, the S harbor. A prominent oceanographic institute is situated on the W extremity of the peninsula on which the city stands. Several rocks and shoals, marked by lights and buoys, lie within

Kastelanski Zaliv in the approaches to Sjeverna Luka and may best be seen on the chart.

Pilotage.—Pilotage is compulsory. Pilots can be contacted by VHF and board about 0.5 mile S of the entrance to Gradska Luka, the S harbor. Pilots will board vessels carrying dangerous cargoes in the vicinity of the N part of the W entrance to Drvenicki Kanal about 2.3 miles W of Otocic Murvica. (See General Remarks).

Anchorage.—Small vessels not carrying dangerous cargo can obtain anchorage during good weather, in depths of 40 to 45m, mud, about 0.5 mile SSE of the entrance to the S harbor. This anchorage is undesirable during the bora or strong S winds and vessels should proceed into Kastelanski Zaliv.

Larger vessels and vessels carrying dangerous cargo anchor in the designated anchorages in Bracki Kanal

Caution.—Vessels approaching the port must take care to avoid the shoal patches which extend S from the shore in the E approaches.

A submarine pipeline, which may best be seen on the chart, extends 1 mile SSE from the E of Gradska Luka, the S harbor. Its seaward end is marked by a lighted buoy.

Stopping, anchoring, and fishing are prohibited within an area, which may best be seen on the chart, lying on the S side of the entrance to the N harbor and fronting the naval installations and shipyard. Vessels should also reduce speed when passing the shipyard.

Several submarine cables lie in the vicinity of the harbors and their approaches and may best be seen on the chart.

Trogirski Kanal

10.23 Trogirski Kanal (43˚31'N., 16˚15'E.), lying at the W end of Kastelanski Zaliv, divides the mainland from Otok Ciovo and leads into Trogirski Zaliv.

The E part of Kastelanski Zaliv is occupied by the N harbor of Split and has previously been described. The W part of the bay is generally populated along the N shore where there are several resort villages which are fronted by small craft and pleasure boat harbors. Anchorage can generally be taken anywhere under the N coast which is backed by high land. Pilotage is compulsory for all of Kastelanski Zaliv and pilots are available at Split.

Trogirski Kanal, which is marked by buoys, is quite narrow. It leads through mud flats, which occupy most of the area, and has a least depth of 4.1m. A swing bridge with an opening, 25m wide, spans the channel between Trogir and Otok Ciovo. Vessels wishing to pass through this bridge must notify the authorities at Trogir in advance. Generally, the normal current in Trogirski Kanal sets W. Its rate is variable but a velocity of 3 knots has been reported at times.

Trogir is built on an islet lying in the narrowest part of Trogirski Kanal. This islet is located close off the mainland and is connected to it by a bridge. Trogir is fronted by a small harbor which has 335m of berthage and is used by small craft and coasters.

Divulje, formerly a seaplane base, is situated on the mainland 2 miles ENE of Trogir at the NE entrance to the channel. Several prominent hanger buildings stand in this vicinity and the base is fronted by a small craft harbor which is protected by a mole.

Caution.—Anchoring and stopping are prohibited in Trogirski Kanal when in the vicinity of the swing bridge.

Navigation, stopping, and fishing are prohibited by all vessels, except military craft, in an area which extends 600m E and W and 250m S from the mole at Divulje. This area contains several mooring buoys.

10.24 Trogirski Zaliv (43˚30'N., 16˚12'E.) may be entered from the NE via Trogirski Kanal or from the E end of Drvenicki Kanal. The S and latter entrance lies between the W extremity of Otok Ciovo and the mainland coast, 1.2 miles W. This entrance is obstructed by a chain of islets and rocks through which several narrow and deep channels lead.

Trogirski Zaliv is divided into two branches. Zaliv Marina, the W branch, is surrounded by high land on its S side and backed by mountainous land on its N side. The village of Marina stands at the head of this branch and is fronted by a shallow boat quay. Large vessels can anchor in depths of 13 to 37m in the middle of this branch. Zaliv Saldun, the E branch, has mostly low and sandy shores. A shipyard and a floating dock are situated along its N side. Large vessels can anchor in a depth of 29m, sand and mud, in the middle of this branch.

Pilotage is compulsory for Trogirski Zaliv. Pilots are provided from Split and, with advance notice, will board close S of the chain of islets in the entrance.

Coastal Features

10.25 Otocic Arkandel (43˚28'N., 16˚02'E.), 72m high, lies close offshore on the N side of the W entrance to Drvenicki Kanal. It is steeply sloped and scrub covered. This islet can easily be recognized by the conspicuous ruins standing on its NE side. The mainland coast in this vicinity is steep and rocky with numerous small bights and coves.

Otocic Muljica, partly overgrown with shrubs, lies 0.4 mile W of the W end of Otocic Arkandel. A light is shown from a structure, 5m high, standing on the SE end of this islet. Hridi Muljica, an above-water rock, lies about 0.5 mile NW of Otocic Muljica. This bare rock is yellowish in color and the sea occasionally breaks over it.

Anchorage can be obtained by large vessels in depths of 20 to 31m, sand, in the NE part of Uvala Stari Trogir, an inlet, which lies 0.8 mile NE of Otocic Muljica. Vessels entering this inlet from the W are advised to pass N of Hridi Muljice.

Rt Ploca (43˚30'N., 15˚58'E.), located 3 miles NW of Otocic Arkandel, is a steep headland which consists of whitish rock. It is surmounted by the conspicuous ruins of a chapel and fringed by rocks. A hill, standing 0.8 mile NNW of the headland, is prominent from seaward because its light color shows up easily against the darker mountains inland. Otocic Melevrin, over which the sea often breaks, lies 0.5 mile ESE of the headland. The currents in the vicinity of Rt Ploca are strong and onshore winds are reported to cause considerable eddies around it.

Rt Movar (43˚30'N., 15˚57'E.), located 1 mile NW of Rt Ploca, is fully described in Sector 11.

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